

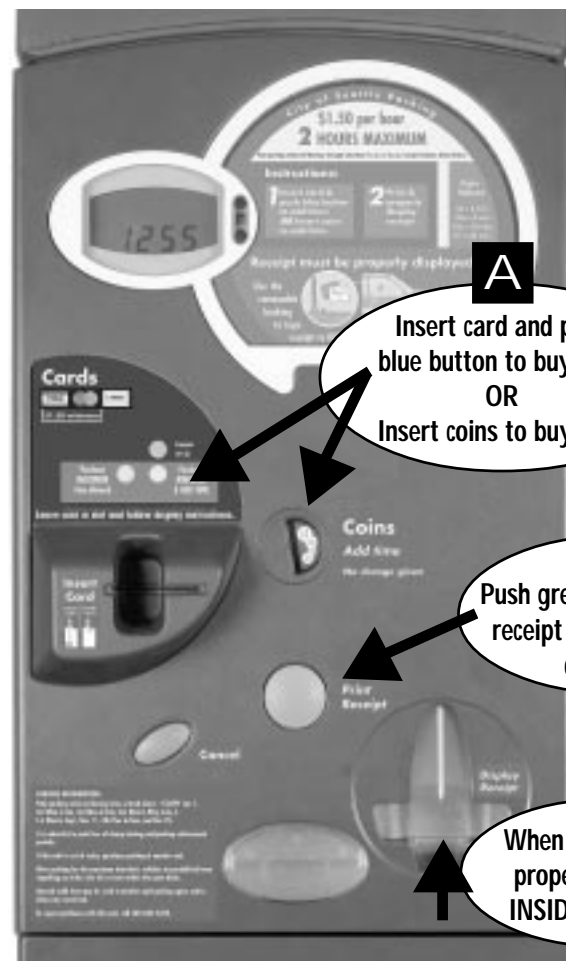
How to Use Pay Stations

1 Look for these signs on blocks with pay stations

Wherever a City block has one or more pay stations, signs at each end of the block direct users to "Pay to Park" with an arrow pointing towards the pay station. Above each pay station another sign points to the machine and directs users to "Pay Here to Park."



2 Use the pay station to purchase parking



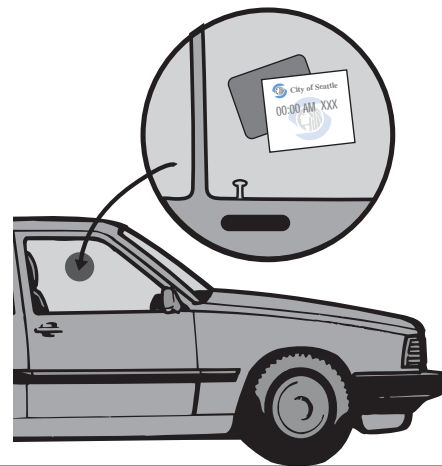
A Insert card and push blue button to buy time OR Insert coins to buy time

B Push green button to print receipt and then remove credit card

C When receipt prints, properly display it INSIDE car window

3 Display the receipt properly

The pay station will print a receipt that has a removable backing. Peel off the back and use it to tape the receipt to the inside of the curbside window. For angled parking, use the side window on the driver's side. Be sure that the expiration time is facing out!



4 Take unexpired time with you to another parking space

Until the time on the receipt expires, park at any other parking meter or pay station space in Seattle! Regardless of expiration time,

time limits and all other parking regulations still apply.



Parking Pay Stations

New parking technology proposed for Fremont

In Spring 2005, the City of Seattle is proposing to install pay stations in the Fremont business district to improve customer parking convenience, predictability and reliability. This proposed installation is part of the City's three year plan to replace the aging single-space parking meters and bring improved parking turnover to business districts now managed with time-limit signs. Since early 2004 over 500 pay stations have been installed in Pioneer Square, Downtown Seattle, Capitol Hill, Pike/Pine, First Hill and Chandler's Cove. SDOT will install an additional 525 pay stations in 2005.

What is a pay station?

- Automated kiosk replacing multiple parking meters on a block
- Accepts coins, credit and debit cards
- Provides customer receipts
- Communicates in Chinese, English and Spanish

What are the benefits of paid parking?

- Pay stations and parking meters increase parking turnover dramatically over time-limit signs, increasing the ability of customers to find a parking space.
- Pay stations and meters are easier to enforce than time-limit signs. Their presence makes it harder for employees and commuters to use customer parking spaces for all-day parking.
- Parking revenue is used city-wide to pay for transportation improvements, police and life safety, economic development, and other essential government services.

When and where might pay stations arrive in 2005?

In 2005, parking meters will be converted and new paid parking is being considered (marked by asterisk) for the following neighborhoods:

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Viaduct												
Pike-Pine & First Hill												
Fremont*												
Ballard* & the Ballard Locks*												
University District*												
Chinatown/International District												
Belltown												

What characteristics determine when paid parking would benefit a business district?

- Businesses and services needing good turnover in parking
- A relatively dense business base
- Heavily used, existing time limited parking
- Limited or costly off-street parking
- Adequate curb and sidewalk infrastructure
- Little likelihood of customers choosing neighborhood parking over paid parking
- Community support

What other changes come with pay stations?

The installation process is a great opportunity to make on-street parking easier for all users and to minimize walking distances to pay stations by redesigning and standardizing on-street parking. Working with input from the business community, SDOT will look to make the following changes:

- Relocate, remove or consolidate load zones
- Retain bus zones, no parking zones and peak parking restrictions
- Ease the transition for customers with "Meter Greeters" to help first-time users of the pay stations

What to Expect With Pay Stations in Fremont

Why install parking pay stations in Fremont?

The older character of Fremont's buildings is an important element of the neighborhood's unique and funky flavor. These older buildings, however, do not provide much off-street parking, making on-street parking critical to providing auto access for the retail stores and restaurants. The Fremont business district currently has a mix of 1- and 2-hour time-limit parking signs as well as unrestricted areas (with no time-limits).

Based on experiences in other neighborhoods, SDOT expects that the existing time-limit signs are not working as intended to create short-term customer parking. On-street parking data are being collected to confirm this assumption.

The new parking pay stations will offer improvements for Fremont customers and businesses alike:

- With the one-of-a-kind "destination" retail stores and restaurants, convenient short-term parking will be more easily available for people who travel from far away to "The Center of the Universe."
- Pay stations will work better than signs to provide short term parking. In a recent study of the Pike/Pine neighborhood, SDOT found that the parking meters (now being converted to pay stations) worked well to keep vehicle parking times under the 2 hour limit, while the 1- and 2-hour signs were extensively abused by over-time parkers.

- In 2003, the Ballard Chamber of Commerce and Merchants Association asked that SDOT remove the hoods on 60 parking meters on NW 57th Street to improve parking turnover for their customers.
- Installing pay stations before the Fremont Bridge approaches construction will effectively offer additional on-street parking in critical locations, as other parking spaces must be removed for construction and circulation purposes.

When might pay stations be installed in Fremont?

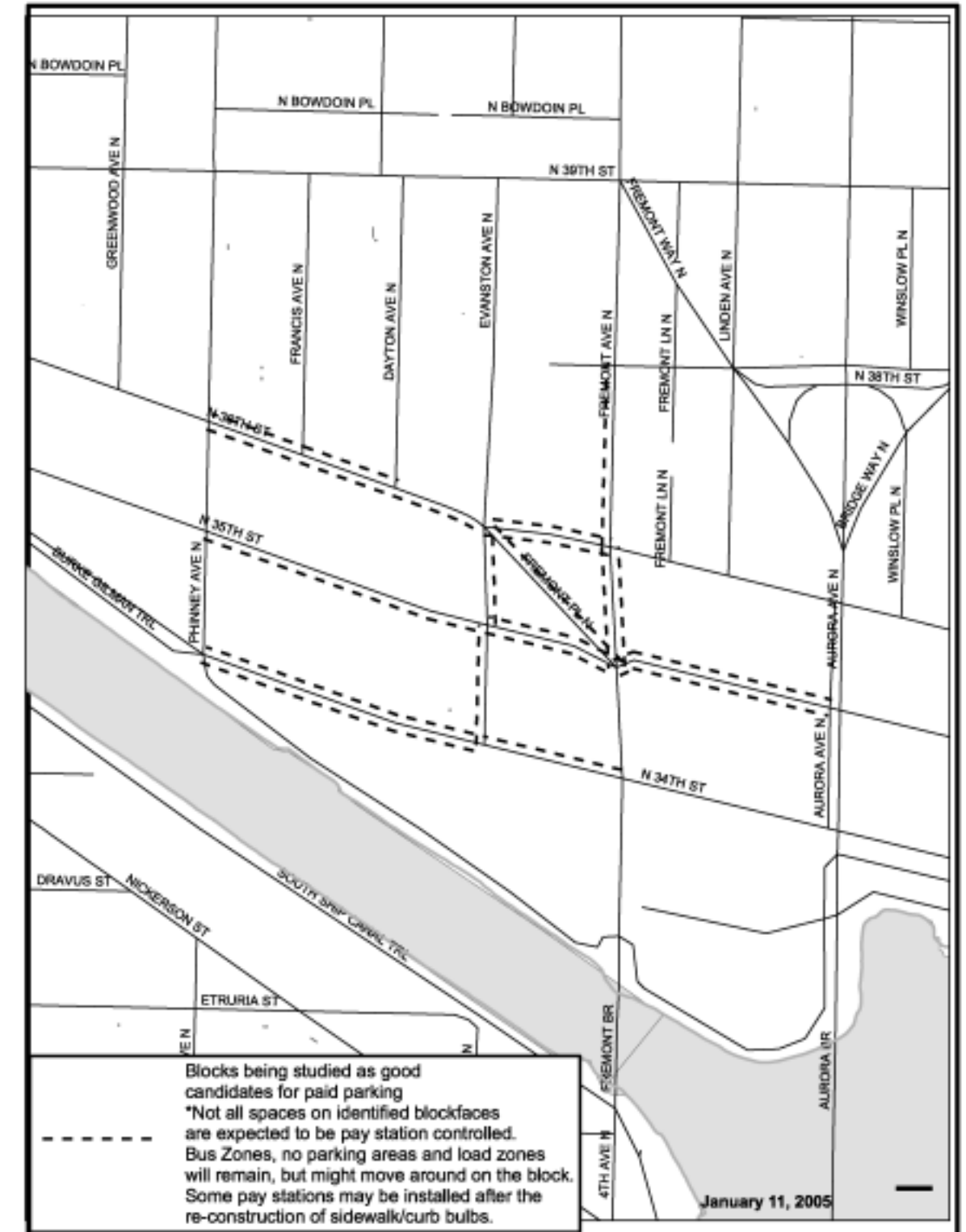
To make Fremont parking work better, SDOT is pleased to work with the Fremont Chamber of Commerce and other community organizations to address on-street parking issues in a comprehensive manner. SDOT has hired Heffron Transportation, who has been involved extensively with Fremont parking and traffic projects, to document on-street parking behavior in the commercial area. These parking data will be very helpful to determine the best approaches to addressing Fremont's parking priorities.

In addition to looking at the potential benefits of pay stations, SDOT can also look at installing time-limit signs on the fringes of the retail area south of N 36th St. The Fremont residents are also working on developing a residential parking zone north of the retail area. Working together the three elements of pay stations, time-limit signs, and the residential parking zone are intended to comprehensively address Fremont parking issues.

If SDOT decides that pay stations are appropriate, the next question is timing. Installing the pay stations and time-limit signs before the start of Fremont



Proposed Pay Station Installation in Fremont



For comments or questions, please contact Mary Catherine Snyder at 206-684-8110 or marycatherine.snyder@seattle.gov.
Visit <http://www.seattle.gov/transportation/parking/paystation.htm>